

For EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

ESTABLISHED 1857

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BOVRIL

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A
GLORIOUS DINNER (Open Air)
Will be Served
On SUNDAY,
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SPECIAL MENU.
MILITARY BAND in Attendance.
GRAND ILLUMINATIONS!
GRAND DECORATIONS!
O. E. OWEN,
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[a692]

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PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory.
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a527]

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WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 4 hours.
SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
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SPECIAL CARS for arrangement at the
Company's Office, Alexandra Buildings, Des
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JOHN D. HUMPHREYS & SON,
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Hongkong, 1st April, 1909. [549]

FOR SALE STEAMERS FOR SALE.

THE River Steamers "CHANG ON" and
"TEHHSING". Used to run on the
Yangtze, carrying Cargo and Passengers.
Cargo Capacity, about 1,000 tons D.W. on
a draft of 11' 2" aft, 10' 6" forward.
Dimensions—Length, 253' 7" and 247'
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For further particulars please apply to
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Shanghai 11th June, 1909. [a878]

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THESE FLASKS WITHOUT THE AID OF CHEMI-
CALS WILL KEEP HOT DRINKS HOT FOR 24
HOURS AND COLD DRINKS ICE COLD FOR A
LONGER PERIOD.

PINT SIZE QUART SIZE
\$12.00. \$18.00.

LANE, CRAWFORD & CO.

Hongkong, 17th June, 1909. [a33]

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CHERRY BRANDY,
CHERRY WHISKY,
ORANGE GIN,
PEPPERMINT,
SLOE GIN.

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15, Queen's Road Central.
Hongkong, 4th June, 1909. [a35]

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ESTABLISHED 1815.

BRANDY	★★★★	-	-	-	\$22.50
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"	OLD HIGHLAND	-	-	-	-
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New Colonial \$1.75 EACH OR 3 FOR \$5.00.
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Much Ado about Something, by C. E.
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The Canon's Dilemma, by Victor L. White-
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The City of Beautiful Nonsense, by E.
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THE FAR EAST AND EUROPE, VIA DAIREN.

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THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
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as follows:—

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Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen (")	Sunday	Monday or Tuesday	
Lv. " " " "	11 a.m.	Tuesday	Friday
Ar. " Mukden " " "	8.50 p.m.	"	"
Lv. " " " "	9.15 p.m.	"	"
Ar. " Changchun " " "	5 a.m.	Monday	Wednesday
Lv. " " " " (Russian Train)	5.55 a.m.	"	Saturday
Ar. " Harbin " " "	3 p.m.	"	"

Connecting at Harbin with { State Express from Moscow. Wagon-Lite for Moscow. State Express for St. Pet'g.

SOUTH-BOUND.			
Leave—Harbin (Russian Train)	9 a.m.	Tuesday	Thursday
Arrive—Changchun (")	6 p.m.	"	"
Lv. " " " "	7 p.m.	"	"
Ar. " Mukden " " "	2.10 a.m.	Wednesday	Friday
Lv. " " " "	2.30 a.m.	"	Sunday
Ar. " Dairen " " "	12.30 p.m.	"	"
Lv. " " " " (Steamer)	afternoon.	"	Sunday
Ar. " Shanghai " " "	"	Friday	Tuesday

*Russian Train time is 25 minutes earlier than S. M. R. time.

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At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the
Company's management.

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FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

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Franco-British Exhibition has been awarded to

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LAGAVULIN DISTILLERY, ISLAY.

Obtainable at ALL STORES
OF FROM THE
SOLE AGENTS:

LANE, CRAWFORD & CO. \$15 PER DOZ.

NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused supplies. [a34]

FOR SALE THE

ELECTRIC PLANT DAIRY FARM CO., LTD.

Consisting of—
TWO 125 Kilowatt STEAM ALTER-
NATOR SETS; Output, 60 Amperes
at 2100 Volts. The Sets comprise Vertical
Compound Medium speed Engines, 205 revolu-
tions per minute, by Messrs. ROBEY & Co.,
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JOHNSON and PHILLIPS, complete with
Exciters, &c.

ALSO
ONE HORIZONTAL COMPOUND JET
CONDENSING STEAM ENGINE, 100
Horse power by Messrs. BROWN and LINDLEY
For further particulars apply
HONGKONG ELECTRIC CO., Ltd.,
St. George's Buildings,
Hongkong, 23rd April, 1909. [881]

GRACA & CO.

(Established 1896)
No. 27 Des Voeux Road.
Dealers in

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AND
VIEW POST CARDS:
Just Received a Selection of
SPECIAL ILLUSTRATED

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of Latest Edition, from \$1.75 to \$16 Each.
Inspection Invited. [910]

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PIGS'

TROTTERS.

96 CENTS A DOZEN. [563]

DON'T DELAY CALLING!

JUST UNPACKED, a New Stock of
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Comprising:
Finest Dress-Necks, Plain and Striped,
White, Cream and Black.
Latest NOVELTIES in GLOVES:
Plain and Lace, Short and Long, Suede and
Best Lisle, White, Cream, Black, Grey and
Tan Assorted Shades.

HOOSAIN-ALI & Co.,

14, Queen's Road, Central.
Hongkong, 22nd June, 1909. [41]

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FIRST-CLASS AND UP-TO-DATE.

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String Band Plays during Tiffin and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
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Electric Lifts to each Floor.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
[a42]

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a651]

"KINGSCLERE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 134.

Telegraphic Address: "SACHSOLA."
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiard, Tennis, Croquet,
putting greens and fine stabling for horses.
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Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 690.

Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL

TELEPHONE 197.

No. 2 QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHEW, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort
to Residents and Tourists.

Table D'Hôte at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to
M. MATTHEW,
Proprietress.

Hongkong, 6th October, 1908. [a43]

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(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous for
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Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. Sui An and Sui Tin) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.

Cable Address—"BOAVISTA."

For Terms, apply to
[a195] THE MANAGER.

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MANAGER—MR. H. HAYNES.

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Both Hotels electrically lighted, and under
experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and special attention given
to Tourists.

REASONABLE RATES.

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GRAND HOTEL

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.

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EVERY OLD LIQUEUR
SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLANDGENUINE AGE
AND
FINE MELLOW FLAVOUR.

PER DOZEN - - \$16.50

ROBT. PORTER & Co.'s
BULL DOG BRAND
GUINNESS' STOUT
IN PINTS AND SPLITS.A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

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columns should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
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P. O. Box, 34. Telephone No. 12.HONGKONG OFFICE: 10A, DES VEXES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 2ND 1909.

It is somewhere about sixty years ago that
TENNYSON wrote "Locksley Hall," in
which the following lines occur:—Men, my brothers, men the workers, ever
r-aping something new;
That which they have done but earnest of
the things that they shall do;For I dig into the future, far as human
eye could see
Saw the Vision of the world, and all the wonder
that would be;Saw the heavens fill with commerce, argosies
of magic sails,
Pilots of the purple twilight, dropping
down with costly bales.Heard the heavens fill with shouting, and
there rain'd a ghastly dew
From the nations' airy navies grappling
in the central blue.As far back as 1800 experiments in
artificial flight were made in England, but
the prophetic lines, we have quoted were
apparently written before the first flying
machine had been brought to public notice,
for "Locksley Hall" was published in
1842, while the first flying machine was
invented, according to the reference books,
in 1843. Its end, we need scarcely add, was
—pieces! But, as a famous French writer
has told us, in the lexicon of youth which
late reserves for a bright manhood, there is
no such word as Fail. "Where there's a
will there's a way," and TENNYSON evidently
shared and was inspired by the eager
optimism of the few who were in those early
days tackling the problem of aerial flight.
It was not, however, till twenty years later
that the subject began to engage the serious
attention of scientific men. The Aeronau-tical Society of Great Britain was founded
by the DUKE of AROUN and others in 1866,
and in the years that followed the motion
of birds in relation to aeronautics was much
discussed. In England, in Germany, and in
the United States during the past sixty
years, men have been working at the problem
with dogged perseverance and firm faith in
ultimate triumph—a faith which remained
unshaken by a long succession of disappoint-
ments and defeats, to be at length
justified in the past two years by the
wonderful achievements of Count ZEPPELIN
and the brothers WRIGHT—achievements
which have compelled the entire world to
recognise that the airship is destined to be
of practical use in the world. It will
doubtless be a long time yet before airships
take the place of steamships—a long time
before we shall see airships as in the poet's
vision, "dropping down with costly bales" at
the world's centres of commerce; but when
we read in the Home papers of preparations
being made for regular airship services
between Zurich and Lucerne, and between
Paris and London, we are constrained to
recognise that the poet's dream is beginning
to materialise.It will be noticed that TENNYSON has given
first place to the commercial use of the air-
ship, but in the materialisation of the vision
it seems that the military uses of the air-
ship are claiming first attention. Except,however, for the purposes of observation in
war, the airship with its present limitations
is of little use when the combatants in the
field are on a fairly equal footing as regards
equipment in the scientific instruments of
war. We have been hearing much of the
value of the airship capable of being em-
ployed to drop explosives into an enemy's
territory, but no sooner was this idea
suggested than the scientific spirit of the
age was shown in the production of plans to
combat this new danger. We read of
armoured automobiles fitted with Hotchkiss
guns so mounted as to be easily trained on
an airship, which it appears must come within
a vertical distance of not more than
5,000 feet, and must be stationary for a time
to direct its missiles. Tests with the means
of destroying such airships are reported to
have been carried out in Germany with
satisfactory results. If, then, this use of the
airship is rendered impossible or unsafe, and
these "airy navies" are compelled to sail
in higher altitudes, they will have to be
reached by other ships, and some of us
therefore may still live to read in our daily
papers descriptions by Special War Corres-
pondents of "airy navies" grappling in the
central blue.The airship is yet in its infancy;
much yet remains to be done to give
the world confidence in its employment
for purposes other than observation in time
of war.—Count ZEPPELIN's recent voyage of
nearly a thousand miles continuous travel-
ling was at once a triumph and a disaster,
for not only did the strength of a contrary
wind compel him to turn back when within
seventy miles of his goal, but in descending
in order to obtain a fresh supply of fuel the
ship was practically wrecked by coming in
contact with a tree. In this scientific age
we may reasonably hope that constant effort
will eventuate in the discovery of more
reliable steering gear, if not in improvements
in the structure of the ship itself, which will
save these machines from such disasters, but
we cannot so confidently anticipate that such
ships will be made to "steer through the
gale." Yet, in face of the achievements of
recent years, who now will dare affirm that
the employment of the airship for commer-
cial purposes is destined ever to remain
an idle dream? Who thought sixty
years ago when TENNYSON published
"Locksley Hall" that before the first
decade of the Twentieth Century is out
we should have airships navigated in
"the central blue" for a thousand miles;
that passenger services in airships would be
instituted; and that the military depart-
ment of almost every nation in the world
would be regarding the airship as an
indispensable item in the equipment of an
army? Who dreamt that we should be
able to communicate for thousands of miles
across the ocean by wireless telegraphy? Truly,
it's a wonderful age we live in, and
the poet TENNYSON as a prophet will be no
longer without honour in his own country.The Third Cricket Test Match takes place at
Leeds to-day.Mr. B. G. Tours, of H.B.M.'s Consular service,
who has been home on leave, has just taken
charge of the Consulate at Amoy.Articles reported lost to the police aggregated
last year the value of \$19,043. The articles
recovered were valued at \$6,898.53.The Peak Tramway Ordinance is dead. The
Bill which has been before the Legislative
Council for some time to authorise the con-
struction of a tramway to the Peak was yester-
day withdrawn.Two Russians were brought before Mr.
Haselard at the Magistracy yesterday on a
charge of being vagrants. They stated that
they had applied to the Russian Consul, but that
he had refused to assist them. They were sent
to the House of Detention.By the Stamp Ordinance which passed its
second reading and went through the committee
stage at the Legislative Council yesterday it
will be necessary after the first of January next
to affix a five cent stamp to all receipts for
amounts over ten dollars.In the report of the Captain Superintendent
of Police for last year the conduct of the
European contingent of the force is described
as very good, that of the Indian contingent as
being on the whole good, and that of the
Chinese contingent as being fair.Captain H. Mathews, of the s.s. *Hupei*, reports
to the police that some person entered his house
at 73, Caine Road on Wednesday morning by
an open window and stole a brass clock with
barometer valued at \$50, together with a sunshade
and an umbrella, which brought the total value
up to \$56.Attention is directed to an advertisement in
another column of a performance which takes
place to-morrow evening at the Portuguese
Club in aid of the sufferers by the recent
earthquake in Portugal. Officers and men of
the *Vasco da Gama* are giving the performance,
which it is hoped will result in a substantial
contribution to the relief fund.Friction has arisen between a number of
Chinese exporters in Hongkong and the Pacific
Mail Steamship Company over a notice in the
latter office which was offensive to the Chinese
and over alleged ill-treatment of Chinese
passengers. A boycott was threatened, if not
actually commenced, but the matters at issue
are likely to be satisfactory arranged.Mr. J. B. Wood at the Magistracy yesterday
investigated a charge of murder preferred
against a Chinese from Yau-mat. It appeared
that a fortnight ago a quarrel took place at a
brothel at Yau-mat and one man was stabbed in
the hip. He went away without complaint, but
a few days later he died from blood poisoning
and the man who inflicted the wound was ar-
rested and charged.According to the report of the Captain
Superintendent of Police, there was a decrease
in the number of cases reported to the police
last year as compared with the previous year.
There was, however, an increase in the number
of murders, robberies, larcenies from the dwell-
ing, and kidnapping cases, but fortunately this
will leave a decrease of 64 in the number of
serious offences.The annual report of the Standard Life
Assurance Company for 1908 is now to hand.
It shows that the Company continues to make
satisfactory progress and maintains its position
in the front rank of British life offices. The
ratio of expenses and commission to total
premium income again shows a slight reduction,
and the report indicates a substantial increase
has been made to the Company fund. Mr. F. L.
Trevor is the secretary of the Shanghai office.At the Magistracy yesterday a Chinese
formerly in the employ of Mr. S. B. Ross, in
the New Territory, was committed to prison on
two charges of obtaining money by false pre-
tences. The second charge was that he went to
the sisters of the houseboy employed by Mr. J.
R. Wood and stated that he had been arrested
for gambling and that money was needed to have
him liberated on bail. One sister having no
money gave him three gold rings. Prisoner
was sentenced to three months' imprisonment
on each charge and also to be exposed in the
stocks for six hours.It is interesting to note from the report of
the Captain Superintendent of Police that 1,176
rickshaws were licensed in Hongkong during 1908,
which number has since been reduced by 175.
In Quarry Bay there are 50 licensed rickshaws and
250 in Kowloon. Chairs to the number of 599
were licensed in Hongkong and 60 in the Hill
district. Licences were issued last year for 25
private vehicles, including five motor cars, while
1,118 truck licences were also issued. Drivers
and bearers licences to the number of 17,350 were
issued. As many as 1,760 dogs were licensed
last year.An amusing discussion took place at the
Magistracy yesterday over the pronunciation of
a name. Mr. Haselard wished to know if P.S.
Brazil pronounced his name Bras-il, and when
the officer indicated replied that he pronounced
it Brazil (Braz-zil), his Worship was apparently
not satisfied with this, for he appealed to Mr.
Jackson to say whether the name was Irish or
not. Mr. Jackson confessed to ignorance on
the subject, and then Mr. Haselard asked the
officer—"Aren't you an Irishman?" The sergeant
answered in the affirmative, but the matter was
not carried any further.

WATER POLO.

The water polo season opens to-day, when the
Lusitano Recreation Club meet the 83rd Co.
R. G. A. at the V. R. C. at six p.m. The L.
R. C. team will be—A. J. V. Ribeiro, J. M. C.
Lopes, F. L. da Rosa, C. M. S. Alves, E. M. C.
Remedios, C. A. C. Rodrigues, and R. A.
Cardalho. For sometime past players in the
nine teams entered for the Shield have been
hard at work getting into form, and some good
matches should be witnessed during the season.The second match arranged, also to be played
at the V. R. C., will take place on July 7th at 6
p.m. between the Corinthian Yacht Club and
the Boys' Own Club, and if the boys are as
smart in the water as they are on the football
field, the game should be well worth seeing.

TELEGRAMS.

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YOKOHAMA'S JUBILEE.

TOKYO, July 1st.

The Jubilee of the opening of
Yokohama to foreign trade is being
celebrated to-day, the Foreign Amba-
sadors being present.THE BRITISH MEDITER-
RANEAN FLEET.

LONDON, July 1st.

Sir Edward Grey, answering a
question put to him in the House of
Commons, said the Admiralty and
the Foreign Office had fully discussed
the advisability of withdrawing the
greater portion of the Mediterranean
Fleet for manoeuvres off the coast of
Scotland. There was nothing in the
political situation of the Mediterranean
to make it necessary to alter the
arrangements which have been made.

BRITISH REVENUE.

A TURN IN THE TIDE.

LONDON, July 1st.

The revenue for the past quarter
shows an increase of £1,382,065.

THE FINANCE BILL.

LONDON, July 1st.

The House of Commons has agreed
to Clause 1 of the Finance Bill. The
Closure was applied notwithstanding
the protests of the Opposition.[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS".]A GIGANTIC NAVAL
PROGRAMME.SUGGESTED BY LORD CHARLES
BERESFORD.

LONDON, July 1st.

Lord Charles Beresford, addressing
a meeting in the City, said he was
compelled to reticence regarding the
past and pending findings of the Com-
mittee of Inquiry into the State of the
Navy, but he urged the addition to
the existing programme of naval con-
struction by 1914 of ten Dreadnoughts,
sixty cruisers and fifty-two destroyers,
at a cost of from fifty-five to sixty
million pounds sterling.MARSEILLES STRIKE
RENEWED.

LONDON, July 1st.

The shipping strike at Marseilles
has been renewed owing to the ship-
owners refusing to discharge the
scratch crews.The Government has appointed an
Arbitration Committee to endeavour
to settle the dispute.

A YOKOHAMA GHOST STORY.

THE POLICEMEN AND THE JOLIAN HARP.

According to the *Kokumin*, a rumour has, of
late, been current in the Bluff to the effect that
a ghost makes its appearance in the foreign
cemetery every night, and a sensation prevailed
among Japanese who always pass the road along
the cemetery connecting Motomachi and the
Bluff. Consequently, the Bluff police, in
co-operation with the Settlement police, sent
two policemen to the scene from the
nearest police boxes belonging to both
stations. While waiting for the appear-
ance of the alleged ghost late on the night of
the 15th, the two policemen actually noticed a
strange object, apparently moving about and
making a curious noise somewhere in the air
above the cemetery. The policemen were
astonished for a while, but carefully watching
the strange object they found that it was
suspended from a window of the American
Naval Hospital across the telephone line. As
a result of enquiries at the hospital the alleged
"ghost" was discovered to be a cardboard box,
about two feet long, which had been fixed up as
an Jolian harp by a blue-jacket under medical
treatment there. The curious noise was made
by the rumbling of the telephone line on a wire,
by means of which the paper "harp" was
manipulated by its ingenious player.—*Japan
Gazette*.

LATEST STEAMER MOVEMENTS.

The N.G.I. str. *Capri* left Singapore for this
port on the 1st instant morning, and may be
expected here on or about the 6th inst.THE CANTON SELF-GOVERN-
MENT SOCIETY.

THE "FATSHAN" AFFAIR.

Our Canton correspondent writes:—The
Self-Government Association, having received
no reply to the letter addressed to the Portu-
guese Consul on the 17th June, held another
meeting at the Wah Lum Temple yesterday
(June 29th) to discuss what further steps should
be taken in the matter. Thousands of people
attended the meeting. Chan Chung Kwin was
invited to take the chair and Chan Wai Po
was elected Vice-Chairman. The proceed-
ings opened with short speeches by the
Vice-Chairman, Messrs. Woo Shum Ching,
Ng Koon Ting, and Tam Shum Po, commenting
on the "unreasonable and uncivilized attitude of
the Portuguese Consul in connection with the
Fatshan case, and also on "the high-handed
measures" taken by the Portuguese in the
appropriation of certain places near Macao which
were Chinese territory. Lo Shew Ngo, Secre-
tary of the Association, read the letter addressed
to the Portuguese Consul on the 17th
June, after which the Chairman rose and
addressed the audience. He said that the
meeting was convened to discuss and obtain the
opinion of the members of the Association as to
what steps should be taken on three subjects.
He would deal with each of the subjects sepa-
rately and would ask them at the conclusion of
his speech to give their opinions as to what
measures of retaliation they should adopt. I do
not propose to give a full report of the Chair-
man's speech, as it would take up too much space
in your valuable columns, but only give you the
main points of the speech in regard to each
subject and the decision of the meeting.First, with regard to the *Fatshan* case
the Chairman said they were all aware
that it had been conclusively proved
that Noronha kicked a man to death on board
the steamer, and also how he had ill-treated
Chinese passengers. It was also clearly shown
in the case how careless the Captain was and
how he had endeavoured to protect Noronha.
The Portuguese Consul had not only refused to
hold a fresh joint investigation into the matter,
but had made all kinds of false accusations
against the Society in connection with this
affair. A letter had been addressed to the
Portuguese Consul requesting him to sub-
stantiate the statements made by him within
three days, but so far he had not been
able to find words to reply to the letter. This
alone showed clearly that he regretted having
made those statements. The Chairman said
redress should be obtained for the above griev-
ances and he asked them to consider what steps
should be taken.The audience answered that the Association
should address another letter to the Consul
giving him further time to reply, and if no an-
swer was received on the date the Association should
inform their brethren both in China and abroad
as to what had happened. The Association
should also send a telegram to the Central
Government requesting them "not to recognize
this Portuguese Consul as an administrator
endowed with reason," and also requesting that
redress be obtained in this matter.

BOYCOTTING MACAO.

The Chairman's second topic was that
prostitution, gambling and opium-smoking
are evils which the people of any self-
governing nation should interfere with.
Macao, he went on to say, was one of the principal
places where pirates and robbers find refuge,
and it was also a resort for prostitution,
gambling and opium-smoking. Sometime ago
the members of this Association warned
their brethren to refrain from plunging into these
evil habits and to prohibit them from fur-
tively going over to Macao to gamble and smoke
opium; thus ruining their reputation and
injuring their health. Now that the Macao
boundary was being trespassed upon, measures
should be taken to protect the Chinese people
from being beaten and disgraced by the
Portuguese.The audience was asked by the Chairman
to suggest means of protection, etc. They
answered that a resolution should be
passed warning people not to go to
Macao to gamble. They declared it to be
true that the Portuguese people have insulted
and beaten the Chinese people in a most dis-
graceful manner; such things were often
heard of. The Association should at once
aggressively distribute circulars and also delegate
large numbers of deputies to proceed up-country
to give lectures and make public speeches
exhorting the public to refrain from going
to Macao.Then the Macao boundary question was
dealt with by the Chairman. There was no
doubt, he said, the old boundary line of the
Macao Concession was still in existence. It
was only in the 13th year of Kwong Shui that
the Portuguese encroached on Chinese territory.
This fact was known to both foreigners and
Chinese. The Portuguese had infringed the
Treaty and the Chinese must protect their
rights.Yeong Yew Tong rose to reply on behalf
of the audience. He said in this matter they were
all agreed upon sending telegrams to the
Chinese people both in China and abroad to be
firm in the maintenance of their rights. And
also that deputies should proceed up-country
and abroad to get the merchants affix their chops
to a document protesting against the arbitrary
measures taken by the Portuguese people in
annexing certain Chinese territories by force,
thus infringing the Treaty rights. They
must guard their doors against aggression and
cease to have any intercourse with such people.This declaration was received with great
applause. This ended the meeting and after
partaking of refreshments the people dispersed.

SUPREME COURT.

Thursday, July 1st.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

A COMPRADEUR'S LIABILITIES.

The appeal was continued against the decision
of the Chief Justice in the action in which Messrs.
S. J. David and Co. proceeded against their
compradors, Chan Ut Chin, to recover \$648,816.Messrs. D. MacNeil and C. G. Alabaster,
instructed by Messrs. H. J. Gedge and A. Jack-
son (of Messrs. Johnson, Stokes and Master),
appeared for the appellants (plaintiffs), while
Hon. Sir Henry Berkeley, K.C., and Mr. M. W.
Slade, instructed by Mr. J. Scott Harston (of
Messrs. Ewens and Harston), represented the
defendants.Mr. Slade, continuing his argument, went in
detail through the mortgage and the agreement.
From the recitals in the mortgage, he said, his
learned friend deduced an obligation on the
compradors, prior to the mortgage, to perform
the conditions set out in the proviso for redem-
tion. He submitted that not only would those
words not bear that construction, but they abso-
lutely negated any suggestion of the kind.His learned friend argued that it was apparent
from those words that there had been prior
negotiation between the parties which had re-
sulted in an agreement, and that the agreement
must have been that the compradors would
perform his duties. What those duties
were, were to be found in writing set out
in the proviso for redemption. In the
first place, with regard to that argument,
Counsel submitted that where negotiations had
resulted in an agreement in writing, the Court
could not consider what verbal agreement had
been arrived at, but could only consider the
agreement in writing. There were two agree-
ments in writing in this case; one was called
the mortgage and the other the agreement, but
both might be described generally as
contracts. The agreement between the parties
having been reduced to writing, the Court not
consider any antecedent agreement. He sub-
mitted the agreements in writing were plain:
There was the mortgage as a pledge of the
man's property and the subsequent agreement
as to personal services. The conditions upon
which the mortgage agreed to comply with the
requests were stated perfectly plainly and un-
ambiguously. He agreed to comply with the
requests upon the compradors entering into,
first of all, a mortgage, and secondly, an agree-
ment, or to put it in other words, upon first
of all pledging his property and then entering into
a personal contract.Mr. MacNeil, however, the compradors had
agreed to do.Mr. Slade, while the compradors had agreed
to do. He submitted that these two transactions
so that on the face of the recital of the mortgage
at the time when the mortgage was entered into
he had not entered into the personal contract
contained in the agreement, and it was not intend-
ed that he should have. It was intended distinctly
that that should be afterwards the intention of
the parties so that the firm, through their partner
the mortgage, should have a pledge of the
property before they obtained the services of
the compradors as compradors. There was
another reason beyond the words of the recitals
why the Court could not possibly construe the
previous negotiations and the verbal agreement,
if there was one, and that was, that the terms
of it were specified in the agreement in writing;
and from the agreement in writing it was
obvious that the agreement was not to be
performed within one year—it was for a term
of three years. Any verbal agreement not to be
performed in one year, and not evidenced in
writing, was a void agreement under the Statute
of Frauds. A prior date could not be given to
an agreement in writing than that which was
shown on the face of it, and in the agreement
in writing referred to, it was specifically stated
that it was entered into after the mortgage.
The hearing was adjourned.

THE NEW TERRITORIES.

The District Officer for the New Territories
reports as follows:—"Serious crime is less than
over, and the presence of the police is now
understood and appreciated. The rumour of the
removal of An Tai Station was at once followed
by a number of influential petitions for its
retention. Miss Bay alone has given much
trouble, but the enforcement of Section 29 of
the Local Communities Ordinance in Ping
Chat Island has done much towards bringing
this troublesome district into order. This
section of the Ordinance was also applied to
Shung Shui, but the conditions in this case
were not so much those of serious crime as of
defiance of the police. The effect of the ap-
plication has, I think, been excellent, as showing
the villagers that the Government does possess
an effective weapon for dealing with conspiracy
and passive resistance. The co-operation of the
Chinese officials over the border has also been
of the greatest value to us; and the feeling that
China no longer offers an asylum to the criminal
is responsible in no small degree for the
orderliness of the Territory."How to BE BEAUTIFUL—Keep your com-
plexion, Mrs. Ellen's Crème Chamois, Last
Charmant and Special Skin Tonic and Poudre
Charmant will enable you to do it. For
Specialities for the Skin are the study of a
lifetime. A. S. Watson & Co. Ltd. Sole Agents.
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HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

The following were present:—

HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DEATHY, LUGARD, K.C.M.G., C.B., D.S.O.
HON. MR. A. M. THOMSON (Acting Colonial Secretary).
SIR HENRY BERKELEY, K.C. (Acting Attorney-General).
HON. MR. C. F. MESSER (Colonial Treasurer).
HON. MR. P. N. H. JONES (Acting Director of Public Works).
HON. MR. A. W. BREWIN (Registrar-General).
HON. MR. F. J. BAILEY (Supt. Superintendent of Police).
HON. DR. HO KAI, K.C., C.M.G.
HON. MR. E. A. HEWITT.
HON. MR. E. OSBORN.
HON. MR. W. J. GRESSON.
HON. MR. MURRAY STEWART.
HON. MR. WEI YUK, C.M.G.
MR. C. LEMENTI (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table Financial Minute No. 29, and moved that it be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

FINANCIAL.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 8) and moved its adoption.

The Colonial Treasurer seconded, and the motion was agreed to.

PAPERS.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the following papers:—Report on the Hongkong Volunteer Corps; Report on the Post Office Department; Reports of the Captain Superintendent of Police and the Superintendent of the Fire Brigade.

THE RAILWAYS ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled An Ordinance to regulate the construction and management of railways.

The Colonial Secretary seconded, and the bill was read a first time.

STONECUTTERS' ISLAND AMENDMENT ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled An Ordinance to amend the Stonecutters' Island Ordinance, 1889.

The Colonial Secretary seconded, and the bill was read a first time.

COMPANIES (LOCAL REGISTERS) AMENDMENT ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled An Ordinance to amend the Companies (Local Registers) Ordinance, 1907.

The Colonial Secretary seconded, and the bill was read a first time.

INTERPRETATION (FURTHER AMENDMENT) ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled An Ordinance to amend the Interpretation Amendment Ordinance, 1908.

The Colonial Secretary seconded, and the bill was read a first time.

STAMP ORDINANCE AMENDMENT.

The Attorney-General moved the second reading of the Bill entitled An Ordinance to amend the Stamp Ordinance, 1901, as amended by the Stamp (Amendment) Ordinance 1902.

In doing so he said: Hon. members will see from the memorandum of the bill what its object is. This is a revenue bill, and the source of increased revenue sought to be effected thereby is the increase of what may be called death duties and the decrease in the amount which now requires a stamp on receipt. At present a receipt for less than \$25 does not require a stamp, and it is proposed by the bill that hereafter receipts for \$10 and upwards shall carry a five cent stamp.

The amount of death duties is by the bill doubled, but, even so, the actual amount paid in respect of estates is small in comparison with like duties charged in other countries. That, stated shortly, is the object of the bill, and I hope it will commend itself to hon. members with the object of promoting revenue which is much needed. I may say that it is not proposed to bring the bill into operation until the end of the year, and there are one or two small amendments which I shall propose in committee.

The Colonial Secretary seconded, and the bill was read a second time.

Council then resolved itself into committee to consider the bill clause by clause.

On clause 2.

The Attorney-General moved that the following words be added "Simple interest at the rate of eight per cent per annum shall be payable on all sums recoverable under Article 45 should the sum not be paid within one month after the date of the death of the deceased." That is to meet the case where long delay occurs. And (b) "a collector of stamp revenue may remit such interest where the amount appears to him to be so small as to not repay the trouble of calculation."

Hon. Mr. GRESSON—I don't quite follow those two extra clauses, for it seems to me that the time is far too short. In the case of big estates it is quite impossible to have them wound up in a month. In the case of the late Sir Robert Jardine, where a very large sum was paid to the Government, there was a great deal of extra work in valuation of properties, and it was a matter of eight, nine or ten months before we were in a position to send in figures.

The Attorney-General—The amount is due to the revenue from the date of the death.

Hon. Mr. GRESSON—I understand your amendment is that it must be paid within one month?

The Attorney-General—Yes.

Hon. Dr. Ho Kai—But the amount is not always ascertainable at the expiration of a month.

Hon. Mr. HEWITT—The Jardine estate was a very large and complicated one, but even in the case of an ordinary man it could not possibly be arranged under five or six months.

The Attorney-General—What time do you suggest—six months?

Hon. Mr. HEWITT—I think that should be the minimum.

Hon. Mr. GRESSON—Six months for estates up to a certain amount.

Hon. Mr. HEWITT—I don't think it would work on these lines. It might take just as long to square up an estate of ten thousand pounds as it would to square up an estate of two millions.

The Attorney-General—I will accept six months.

Hon. Dr. Ho Kai—I take it you did not want any undue delay?

The Attorney-General—That was the object.

Hon. Mr. HEWITT—Your interest of eight per cent is sufficient not to encourage people to unduly delay.

The Committee decided that the period should be fixed at six months.

The Attorney-General moved that the following words be added to clause 4: "This Ordinance shall come into operation on the 1st day of January, 1910," so as to allow ample time to give notice to everybody likely to be affected thereby.

Hon. Mr. HEWITT—Does it apply to people who die before the 1st of January?

The Attorney-General—No.

Council then resumed, and the Attorney-General reported that the Bill had passed through committee stage with slight amendments.

PATENTS ORDINANCE AMENDMENT.

The Attorney-General—With regard to the next item, the committee on the bill entitled an Ordinance to amend the Patents Ordinance, 1902, the report we are waiting for from the Law Society has not yet been received.

I would ask the permission of Council to defer further consideration of this Bill to a later stage.

Council agreed.

PEAK TRAMWAY BILL.

Hon. Mr. GRESSON—On behalf of the promoters I beg to move that the bill entitled An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong be withdrawn.

Hon. Mr. STEWART—I beg to second that.

The motion was agreed to, and the bill was withdrawn.

Hon. Mr. GRESSON—Council stands adjourned until Thursday next.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding.

The following vote was passed:—

MEDICAL DEPARTMENT.

The Governor recommended the Council to vote a sum of One hundred and four Dollars (\$104) in aid of the Medical Department.

C. Institutes, Other Charges, Bacteriological Institute and Mortuaries, Books.

HONGKONG FIRE BRIGADE.

REPORT OF THE SUPERINTENDENT OF THE FIRE BRIGADE.

There were 31 Fires and 59 Incipient Fires during the year, as against 39 and 76 in 1907.

The estimated damage caused by Fires was \$198,219.00 and by Incipient Fires \$1,025.80, as against \$214,710.65 and \$1,541.90 in 1907.

The Brigade turned out 43 times during the year.

There was a constant supply of water in the fire mains throughout the year.

Two Fires occurred in the harbour during the year.

There was one prosecution for arson, in connection with the Fire at No. 69 Bonham Strand. One man was arrested and charged but no conviction was obtained.

There are 34 Despatch Boxes kept in different places in Victoria and 9 in Kowloon, 8 different Telephones to which the Police can have access to communicate with the Central Station in the event of a Fire and 16 Fire Alarms.

The conduct of the Brigade has been good.

THE CHINESE AND PINS.

In response to an American inquiry regarding China as a market for pins, Consul-General Charles Denby wrote from Shanghai:

The market for pins in this district is a very limited one, being confined to foreigners, and of these there are less than 20,000 in Shanghai. The Chinese have no use for pins, strings and knots and loops meeting every requirement of male and female, young and old, to keep his or her garments securely and neatly fastened. The well-to-do native frequently wears his or her outer jacket with shawl buttons or metal buttons, but these are purely for ornamental purposes, and pins, safety or otherwise, find no place among the requisites of the housewife's sewing basket or toilet outfit.

Hooks and eyes occupy practically the same position with the Chinese as pins; a button and loop, a frog, or string being utilized for the purposes which make hooks and eyes necessary to foreigners.

The pins that come to this market are imported from either England or Germany, the important department stores bringing them in direct, the Chinese storekeepers who cater to foreign trade importing through commission houses. It is not possible to give the value of the pins brought to this country, but it is so small that the Chinese customs officials do not segregate the item when compiling statistics.

HONGKONG VOLUNTEER CORPS.

The report of Major-General Broadwood, C.B., Officer Commanding the Troops in South China, on the Hongkong Volunteer Corps for the year 1908-09, is as follows:—

Mounted Troop: A great deal of good work has been done in gaining knowledge of the surrounding country and in general exercise in the duties of the mounted soldier. All the training has been carried out in a practical and soldier-like way. The O.C. Troop proposes to do away with a standing camp during the Christmas exercises in future. I consider this sound both in the score of economy and efficiency.

Artillery:—(1.) Good results were obtained by the adoption of the suggestion of Commanding Royal Artillery that:—(i.) All practices should be carried out under tactical schemes; (ii.) That instruction in the field, of Battery Commanders and their Staffs, should be given by the use of gun sight, tripods.

(2.) The following remarks apply to the training generally:—(a.) Fire discipline and fire tactics require more attention. In former years marks were only awarded for fire discipline and fire effect. This year, marks were allotted for fire tactics also. Such points as appreciation of situations, selection of positions, etc., being duly allotted marks. B.C.s were new to these conditions, and a marked improvement was noticeable during the latter practices; (b.) The Battery Staffs require more training and are also in some cases not complete. It is almost impossible to lay too great stress on the importance of a well trained staff, failing which a battery is a ship without a rudder; (c.) The gun drill was good, layers and fuzes setters accurate, and the actual service of the guns showed careful training.

Engineers:—The technical inspection of the Engineer Company was satisfactory, all but one or two being qualified for their duties. The attendance at the R.E. searchlight manning and at the weekly practices at the drill emplacement at Kowloon has been poor. It is regretted that the Engineer Company find themselves unable to adopt the suggestion to organise a telephone section which would include operators and linemen.

Infantry:—A satisfactory start has at last been made with the infantry company, and it is hoped that it may eventually reach its full establishment. The musketry training has been conducted on sound lines but would benefit by increased range facilities. The Tai Hang range is inconveniently situated and unpopular in the hot weather. I recommend that the King's Park Range become the volunteer range and that the Volunteer Reserve Association be allowed the occasional use of it. At present this range is in the hands of the association, which is of small value from a military point of view, while the Volunteers are only allowed to use it occasionally.

General:—Although a great deal of useful work is done at the annual camp at Stonecutters' Island and though every credit is due to the men who do this work in their leisure time, often at the end or beginning of a hard day's civil work, it cannot be said that the military value of the camp is equal to the expenditure involved. Most men are only present at irregular intervals for an hour's work in the morning and afternoon, so that units seldom work at full strength, a system which is most unsatisfactory both for the instructors and instructed. I recommend that future camps should be held in the New Territories for a week or eight days, and that endeavours should be made to get employers to allow men to be present continuously for at least three or four days of that time. If such a camp were run on lines which bore some resemblance to service conditions an economy could be effected and the training improved. All preliminary drills and instructions of gun layers, etc., should be done in the fortnight preceding camp so as not to waste time while out. It is a regrettable fact that the Corps cannot be recruited up to its establishment. An incentive would be given to the movement if the Government could see its way to bring pressure to bear on its employees to join the Corps. From a general point of view there can be no doubt as to the value of encouraging all the able-bodied citizens to fit themselves to take a part in the defence of the Empire, but as regards the actual addition to the fighting strength of the Colony it must be remembered that a large number of members of the Corps are in employments from which they could not be spared in war.

THE COMMANDANT'S REPORT.

The report of the Commandant, Lieutenant Colonel Chapman, showed that the reasons why, instead of having a profit as in previous years of £800,000, they had this year one of £357,000 were twofold. They might reasonably hope that those reasons would not soon recur. The first and most potent cause was the dispute in the cotton trade last autumn. The effect of the seven weeks' stoppage was a very serious matter. Their loss in profit from that cause had been estimated to run into six figures. If other concerns in Lancashire had suffered in similar proportion the loss to the cotton spinners of the country attributable to the stoppage would amount to a million sterling. The case of the operatives was harder still, because time once lost could never be regained. The operatives did not enjoy those compensating advantages which sometimes the employers did. It had been stated that the funds of the Trade Unions connected with the cotton trade were depleted by the strike to the extent of £250,000. He had noticed the following striking passage in the annual report of the operative spinners: "If there was any credit in keeping forty million spindles stopped for seven weeks, in spending £260,000 of Trade Union money, and in finishing up with giving the employers everything they wanted, the spinners are prepared to allow the cardroom workers to take the credit." It strikes me, as an outside observer, added the Commandant, that if the cardroom operatives had been as wisely led as the operative spinners were on that occasion, all this gigantic sacrifice would have been saved to this country and our balance sheet would have told a very different tale.

THE INCOMING FRENCH MAIL DELAYED.

We are notified by the Agent of the Messageries Maritimes that the s.s. *Caledonian* was delayed at Marseilles for four days on account of the strike, and consequently she is not expected to arrive at Hongkong until about Friday, the 9th instant.

THE POST OFFICE.

POSTMASTER-GENERAL'S ANNUAL REPORT.

The annual report on the Post Office Department, by Mr. C. McI. Messer, Postmaster-General, for the year 1908, was laid on the table at the Legislative Council meeting yesterday afternoon. The Postmaster-General reports as under:—

Mails:—The number of mail bags and packets dealt with in the General Post Office, Hongkong, amounted to 204,289, an increase of 39,148 compared with the previous year.

Registration and Parcel Branch:—Registered articles and parcels handled in Hongkong amounted to 805,503, a decrease of 50,912, compared with the previous year.

Revenue and Expenditure:—A statement of Revenue and Expenditure is given in Table III. Revenue amounted to \$412,431.60, showing a decrease of \$32,999.32, due largely to the decreased rates of postage brought in by the Rome Postal Convention.

Money Orders:—Consequent on the depression in trade throughout last year the money order business has been correspondingly diminished in nearly all countries except that from the German Possession in Oceania, which was double that of 1907. There was a falling off of about \$5,000 in the issue of sterling orders and a decrease of \$7,000 in the inward orders. The latter is accounted for by the reduction of Japanese Colonists in Queensland and thereby reducing the amount drawn on Japan by 50,000 yen, and, on the other hand, sterling postal orders have remained stationary with the sales of 1907. The paid orders have greatly increased by 67 per cent, and local postal orders have also increased by 32 per cent.

Dead Letters:—The total number of all articles sent to the Dead Letter Office at Hongkong and despatched from that office during the year 1908 amounted to 99,241, viz., 48,992 of the former and 50,317 of the latter, showing an increase of 2,019 on the total of the previous year. Of the letters, etc., returned from abroad it was possible to return to senders 15,567 and of the locally addressed 2,821. The increase is chiefly owing to the large amount of lottery circulars which are prohibited to pass through the Post.

Enclosed in 38 unregistered returned letters, there were found articles of value, viz., money to the total value of £36. 0. 8. in notes, cheques or drafts, and also one large document. These when possible were subjected to registration and returned to the senders. 246 Chinese letters were found to contain coins—49 of value were returned to senders. 182 post cards bearing the limitation of postage stamps addressed to the United Kingdom were withdrawn from the mails, as the regulations of that country prohibit their being forwarded. In only a few cases could these be returned to senders. 37 ordinary picture post cards and 3 letters were posted without address.

Pillar Boxes:—The total number of articles collected during the year from all pillar boxes was 161,933, against 168,456, in 1907 and 122,899 in 1906, showing a decrease of 6,563 in the total of the previous year. Special Postmen are detailed to clear these pillar boxes.

Chinese Branch:—The total number of Chinese registered articles delivered by the Chinese Branch at the General Post Office was 187,090, of which 123,102 were from United States of America and Canada, and 63,988 from China and other countries, showing a total increase, compared with the year 1907, of 24,170. The amount of the ordinary correspondence dealt with has also largely increased.

Postal Hong Licences:—38 Postal Hong licences and 95 licences to letter carriers were issued during the year. The latter number shows a decrease of 25 letter carrier licences.

Western Branch Post Office:—The amount of correspondence sent between this Branch Office and Canton was:—Despatched 578,453 letters, 4,395 other articles and 7,659 registered articles; received 741,005 letters, 8,592 other articles, and 4,309 registered articles. In comparison with previous years the figures show a large increase of correspondence handled by this branch. In addition to the above, 13,034 Hong Packets were despatched and 18,529 received by the Branch. The revenue from the sale of stamps amounted to \$72,174.10, compared with \$43,928.38 in the previous year.

STATE OF THE COTTON TRADE.

Sir William H. Holland, addressing the shareholders of the Fine Cotton Spinners' Association at Manchester, said that the reasons why, instead of having a profit as in previous years of £800,000, they had this year one of £357,000 were twofold. They might reasonably hope that those reasons would not soon recur. The first and most potent cause was the dispute in the cotton trade last autumn. The effect of the seven weeks' stoppage was a very serious matter. Their loss in profit from that cause had been estimated to run into six figures. If other concerns in Lancashire had suffered in similar proportion the loss to the cotton spinners of the country attributable to the stoppage would amount to a million sterling. The case of the operatives was harder still, because time once lost could never be regained. The operatives did not enjoy those compensating advantages which sometimes the employers did. It had been stated that the funds of the Trade Unions connected with the cotton trade were depleted by the strike to the extent of £250,000. He had noticed the following striking passage in the annual report of the operative spinners: "If there was any credit in keeping forty million spindles stopped for seven weeks, in spending £260,000 of Trade Union money, and in finishing up with giving the employers everything they wanted, the spinners are prepared to allow the cardroom workers to take the credit." It strikes me, as an outside observer, added the Commandant, that if the cardroom operatives had been as wisely led as the operative spinners were on that occasion, all this gigantic sacrifice would have been saved to this country and our balance sheet would have told a very different tale.

PRESENTATION TO CRUISER "CHITOSE."

RECOGNITION OF SERVICES RENDERED TO A H. A. L. STEAMER.

A very pleasant function took place on board the Japanese cruiser *Chitose* on her arrival at Shanghai from the South, the occasion being the presentation to the officers of the ship of a handsome piece of silverware by the Directors of the Hamburg-America Line for services rendered to the H.A.L. steamer *Loongmoon* by the *Chitose* last year. It will be remembered, says the *Mercury*, that last November, while the *Loongmoon* was on the run between Vladivostok and Tsingtau on the N. W. coast of Japan, she left the latter port and when a few miles distant she broke her tail shaft. Fortunately the ship was not far from the land and therefore anchored while waiting for assistance to come from Tsingtau. It was at first intended to tow the disabled vessel to Nagasaki, which would have proved an expensive undertaking. Meanwhile Mr. G. Daniels, Superintendent Engineer of the H.A.L., had proceeded to the scene of the accident, and he was able to make arrangements with the Japanese Government to effect repairs at the new naval station of Shin-Maizuru, about ten hours' steaming from where the accident happened. The cruiser *Chitose*, which was in the vicinity, was therefore ordered to take the *Loongmoon* in tow and proceed with her to the station, which was done, the officers and men of the cruiser rendering every assistance possible. After about ten hours' towing Shin-Maizuru was reached and a Japanese cruiser that was in dock for repairs was taken out and the *Loongmoon* was docked and the necessary repairs made under the supervision of Mr. G. Daniels, the Japanese Government rendering every assistance possible to the ship. The Japanese made no charges for their services beyond their actual expenses. This fact and a full account of the accident was forwarded to the home office by Mr. Daniels, and as a mark of appreciation the head office had a magnificent silver table ornament standing over two feet high prepared to be presented to the officers of the *Chitose* as a memento of the very valuable and kind services rendered to their ship when in a disabled and helpless condition. The ornament, which stands nearly two feet high, rests on a silver base representing an ancient ship in a rough sea with the waves washing about her. Above this is a globe, on top of which is a female figure holding an anchor and sail representing commerce, and alongside of this is a figure of Mercury. The ornament, which is a fine work of art and reflects great credit on the designer, bears a suitable inscription in German stating what was presented for.

The handsome table decoration arrived here from Germany a few days ago, and as soon as the *Chitose* arrived here from the South, Mr. G. Daniels, accompanied by Mr. H. Bittaki, Japanese Consul General, and a number of prominent residents of the Japanese Colony, proceeded to the cruiser by a special launch provided by the Mitsui Company. On reaching the cruiser the party adjourned to the Commander's cabin, where Mr. Daniels, in a few well-chosen words, presented the piece of silverware to the Commander and officers and spoke in very complimentary terms of the valuable service that had been rendered to the *Loongmoon* when she was a distress, and told how the *Chitose* towed her to safety and stood by her in rough weather on a dangerous coast. Mr. Daniels' remarks were translated by Mr. Bittaki, after which the Commander of the *Chitose* returned thanks on behalf of himself and officers, and said the gift would always be looked upon as one of the most prized possessions of the ship. Refreshments were then served and the health of H. M. the Emperor, the *Chitose* and her officers, the H. A. L. Mr. Daniels and others were proposed and honoured.

THE SUPPLY OF LIQUID FUEL.

"Liquid Fuel" was the title of Sir Doynton Redwood's general lecture. He held that it was obviously a paramount duty to exercise the strictest economy in the expenditure of their fuel capital, and thus to postpone as long as possible the fuel famine which in the absence of some other source of energy must come in every country in course of time. It could be the least weighty of all the questions of the day, but it was a question of power might hereafter be discovered. There was, however, good reason to believe that the output of petroleum might be very largely increased. The Dutch East Indies had saved them from a famine in petrol, and the petroleum production of Burma was supplying the wants of millions of their subjects in India as well as to some extent the requirements of the Fleet in respect of liquid fuel. It should be remembered that the British Empire might become independent of coal in every one of the matter of supplies of energy and capital life provided that one of the necessities of the war was available for the exploitation of the oil-bearing areas believed to exist under the British Flag. (Cheers.) In naval circles there had been during the past few years considerable discussion on the question of fuel. It was justifiable to assume that the introduction of the turbine had given the steam engine a new and probably lengthy lease of life, especially for marine purposes, and there would be for a long time to come a demand for oil fuel for steam raising. Compensating thermal efficiency, which in the case of a ship meant a greatly increased radius of action. It effected a great saving of labour, and the rapidity with which the heat of the fire could be increased or diminished was of great value. A warship, for instance, steaming at half-speed could be put at full speed at comparatively short notice. Recently-built destroyers with 790 tons displacement had maintained on trial a speed of 34 knots for six hours with a consumption of 11.56 pounds of oil fuel per hour, whereas not more than a decade ago it required eight tons of coal to keep up a trial speed of 30 knots in vessels of about the same size. He considered it the duty of the Government of every country in which petroleum might be found to encourage the discovery and utilisation of deposits, but he wished to utter a few words of warning against indulgence in extravagant anticipations in regard to the extent to which liquid fuel might replace coal. A comparison of the output of coal to the extent to which liquid fuel might replace coal showed at once that even if the whole of the petroleum now being obtained were employed as fuel, it would displace but a small percentage of the coal, and it must be borne in mind that the present output of petroleum had been the outcome of very large expenditure extending over half a century. Nobody knew what additional stores of oil lay at present concealed in the earth, but it was in the highest degree unlikely that the quantity available was such as to revolutionise the fuel industry. However, in the laudable object of increasing the output there should be no undoubted fact that the nation which made the greatest progress in this direction would occupy a comparatively advantageous position.

The third International Petroleum Congress at Bucharest in 1907 appointed an International Commission which was instructed to study and recommend for international adoption the best methods for carrying out the tests by which the identity and comparative value of petroleum products might be ascertained. The Commission was also authorised to organise national sections in their several countries for co-operation in regard to the Commission's work. Details of the first meeting, which has been held during the present Congress, was described by Dr. Day at a meeting of the Law Section. Twelve countries were represented—Austria, United States, Great Britain, Germany, France, Italy, Holland, Norway, Romania, Serbia, Spain, Switzerland. All the members were the official representatives of their respective Governments except in the case of Great Britain. Having established a mode of procedure the Commission declared by resolution that its labours should be confined to the selection of such tests as were most essential for each important petroleum product. The consideration of commercial, non-enclosure, the subject of transportation, and all extraneous matters not included in testing methods were, on the motion of Dr. Day, ruled out. It was further agreed that preference in the work should be given to the preparation of tables of equivalents for all the various instruments now in use for such important tests as viscosity, &c.

THE IMPROVEMENT IN TRADE.

A very interesting article appears in the last number of the *States*, and one which strikes a distinctly cheery note in connection with Britain's foreign trade and the outlook in India. The following is worth quoting:—

Signs of trade improvement are increasing, and events are moving towards marked revival. The recovery is largely due to the abundance of capital. The supply of new capital is increasing more rapidly than the demand, and the attractive rates at which this new capital can be obtained has begun to stimulate business. The countries responsible for the contraction in trade last year were mainly the United States and India. The contraction in American trade from lack of confidence in certain institutions, and in India the trade contraction resulted from deficient crops and the attendant famine. The adverse conditions are rapidly passing away. The crop of the current season, which will end in August, will be appreciably larger than they were last year, and there is the prospect that next year's crops will be still more plentiful.

The outlook for trade in our Indian dependency is distinctly promising. The great change that has occurred in the Indian situation is a some measure reflected by the ability of the Indian Government to make remittances to this country. In India the trade contraction resulted from deficient crops and the attendant famine. The adverse conditions are rapidly passing away. The crop of the current season, which will end in August, will be appreciably larger than they were last year, and there is the prospect that next year's crops will be still more plentiful.

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WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 1st at 12.05 p.m.—The depression lying over E. Japan yesterday, has moved away over the Pacific and the barometer has risen over the Sea of Japan.

The barometer has fallen over S. China, another depression having appeared over the Yangtze Valley.

Pressure has given way rather markedly over the S. part of the China Sea and the S. Philippines. It is relatively high between N. Luzon and the Bonins, and over the Sea of Japan.

Fresh S. monsoon may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.06 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { S.W. winds, fresh; showery.

NOTICE.

Communications, respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER, Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Telegraphic Address: Press Codes: A.B.C.
5th Ed. Telephone No. 12.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor.
Apply to—
WM. MEYERINK & Co.
Hongkong, 2nd July, 1909. [920]

CANTON LAND COMPANY, LIMITED.

LOST SHARES CERTIFICATES.

1. ANTHONY BABINGTON—			
Script No. 77	51/60	10	
78	61/70	10	
79	71/80	10	
80	81/90	10	
2. CRESSY EWENS—			
Script No. 81	151/160	10	
3. FUNG SHU SAU—			
Script No. 83	182/190	9	
84	191/200	10	
85	201/210	10	
4. ALEXANDER GEORGE GRANT GORDON—			
Script No. 86	246/255	10	
5. ELEAZER STIAS KELLY—			
Script No. 87	311/320	10	
88	321/330	10	
89	341/350	10	
90	351/360	10	
		40	

NOTICE IS HEREBY GIVEN THAT DUPLICATES of the above CERTIFICATES will be issued one month hence, and the ORIGINAL CERTIFICATES, unless produced at the Office of the General Managers within that period, will be held by the Company as null and void.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd July, 1909. [918]

NAVIGAZIONE GENERALE ITALIANA.
(Florida and Rubattino Union Companies.)

STEAM FOR BOMBAY
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Algeiras, Almeria and Malaga.

THE Steamship
"CAPRI"

Captain Dini, will be despatched as above on SATURDAY, the 10th inst., at Noon. For further particulars regarding Freight and Passage, apply to—

CARLOWITZ & Co.,
Agents.
Hongkong, 2nd July, 1909. [4]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENHARN"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 8th inst., at 11 A.M.

No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.
Hongkong, 1st July, 1909. [916]

FROM EUROPE.

THE H.A.L. Steamship
"SLAVONIA"

Captain Peter, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underwriter and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 1st July, 1909. [917]

GILES'S CHINESE AND ENGLISH
DICTIONARY
New Edition
Enlarged to 1,800 Pages.
THOROUGHLY REVISED.
Fascicle 1. (296 pages) will be ready for delivery in July.
Price to Subscribers \$5.50, payable on delivery of Fascicle 1.
Prospectus and Specimen pages upon application.
KELLY & WALSH, LD.
[863]

NEW ADVERTISEMENT

E. 2 R.
NAVY CONTRACT.

TENDERS are invited for the Supply of LABOUR and JUNKS in connection with the COALING of H.M. Ships, etc., at Hongkong for a period of 12 months from the 1st August, 1909.
Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, Hongkong, and should be returned not later than Noon, on 16th JULY, 1909.
A Deposit of One Hundred Dollars will be required from persons tendering. This will be returned in the event of non-acceptance of tender.
Hongkong, 2nd July, 1909. [919]

INTIMATIONS

NOTICE.

WE HAVE This Day authorised Mr. JOHANNES EMIL MEYER to Sign our Firm Per Procurator.
GARRELS, BOERNER & Co.
Hongkong, 1st July, 1909. [914]

NOTICE OF REMOVAL.

WE have This Day REMOVED our Offices to YORK BUILDINGS, CHATER ROAD (Top Floor).
SCHULDT & Co.
Hongkong, 28th June, 1909. [899]

NOTICE OF REMOVAL.

ROYAL SWEDISH VICE CONSULATE.
THE OFFICE of the above Consulate has This Day been REMOVED to YORK BUILDINGS, CHATER ROAD (Top Floor).
S. SWART.
Vice Consul for Sweden.
Hongkong, 28th June, 1909. [900]

AO PUBLICO.

HAVERA na noite de SABBADO, 3 de Julho p.v., no sala "L'UN DE CAMOES" do CLUB LUSITANO, a sa recita de saidade, promette por um grupo dramatico do Crusador "VASCO DA GAMA", a favor das victimas sobreviventes dos terremotos ocorridos recentemente em Portugal.

Os bilhetes d'admissao estao a venda na Secretaria do mesmo Club desde as 5 p.m. do dia 30 de corrente. Aceita-se por cada bilhete qualquer quantia nao inferior a uma pataca.
J. J. COELHO,
Secretario.
Club Lusitano.
Hongkong, 29 de Junho de 1909. [913]

NOTICE

THE Underigned are instructed to reinvest \$150,000 on Local Mortgages: Full Particulars of Securities offered should be submitted to—
DENNY & BOWLEY,
Solicitors.
Supreme Court House,
Hongkong, 15th June, 1909. [854]

SUTTON'S SEEDS
Special Selected Collections
for this Climate.
VEGETABLES AND FLOWERS
IN AIR-TIGHT CASES.
To be obtained from
CHINA EXPRESS CO.,
Telephone 668. 3, Duddell Street. [30]

THE TRADE MARKS ORDINANCE.
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE IS HEREBY GIVEN THAT THE CHEMISCHE FABRIKEN VORM WEILER-TER MEER of Uerdingen am Rhein in the Empire of Germany a corporate body according to the laws of the said Empire have on the ninth day of March, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Marks:

1. The representation of a mermaid in the sea picking up a pink rose on the sea with a ship and a rock in the background, the whole being surrounded by a fancy border with columns surmounted by a statue on each side and a garden above and the Chinese characters 咏地洋行 meaning Meyer foreign firm.

2. A flying eagle bears on his wings a group of crystals which throw their rays in all directions.

The ribbon is for printing the name of the applicants thereon.

The whole is surrounded by a fancy border.

In the name of THE CHEMISCHE FABRIKEN VORM WEILER-TER MEER who claim to be the Sole Proprietors thereof.

The Trade Marks have been used by the Applicants in respect of the following Goods in the following Class:—
DYES IN CLASS 4.

A facsimile of such Trade Marks can be seen at the Offices of the Colonial Secretary of Hongkong and of the Underigned.

Dated the 9th day of June, 1909.
DEACON, LOCKER & DEACON,
Solicitors for the Applicants.

COLD STORAGE.

THE Hongkong Ice Company, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong 1st April, 1908. [948]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [415]

SIEN TING

SURGEON DENTIST.
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [504]

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.
[674]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907
£18,114,624.

Authorized Capital ... £3,000,000
Subscribed Capital ... 2,750,000
Paid-up Capital ... 687,500 0 0
II. Fire Funds ... 3,065,374 15 7

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & Co.
Agents.
Hongkong, 21st July, 1908. [908]

AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE 7.65 m.m.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER and CHILLED SHOTS. From No. 10 to 56SG. at \$6.37 and \$7.50 per 100. SPORTING REQUISITES and ALL GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [523]

GUNS

DIRECT from the Manufacturers at Lowest Prices. 12 bore Double Breech-loaders from 30s. each. Illustrated catalogue of LATEST MODEL Shot Guns, Combination Guns, Sporting Rifles, etc., post free.
C. JAMES & REYNOLDS,
George Street, Minorities, London, E.C., Eng.

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. General Storekeepers and Shipchangers. Nos. 35 & 37, Hing Loong Street, (2nd Street, west of Central Market) Telephone No. 515. [583]

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [629]

A TACK & CO.,
FURNITURE & PHOTO GOODS STORE,
26, DES VOEUX ROAD, CENTRAL.

DEALERS IN
LADIES' & GENTS' BOOTS & SHOES,
UMBRELLAS, &c., &c.
Cameras fitted with
"Zeiss", "Gorze", "Ross" & "Aldis"
Lenses.
DEVELOPING AND PRINTING
A SPECIALITY.
Hongkong, 24th April, 1909. [37]

TO LET

TO LET.
No. 6, OBSERVATORY VILLAS,
Kowloon. Five-Roomed House; Electric Lights and Tennis Court.
"BRANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.
Apply to—ARRATON V. APCAB & Co.,
14, Des Voeux Road.
Hongkong, 3rd March, 1909. [399]

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kuliang, 4 1/2 Beautiful Summer Resort and Sanatorium, near Fochow, to be let, fully furnished; for the whole season. Apply to Office of this paper for references.
Fochow, 22nd May, 1909. [794]

TO LET.

HOUSE in KENNEDY ROAD, convenient locality: Electric Light installed.
Apply to—
N. S.
Care of "Daily Press" Office.
Hongkong, 28th June, 1909. [901]

FIRST FLOOR, No. 6, ICE HOUSE ROAD, NINE ROOMS, Electric Fittings, suitable for Office or Dwellings. Also, GODOWN, No. 9, Duddell Street.
Apply to—MR. A. B. AVASIA,
1, Duddell Street.
Hongkong, 1st July, 1909. [912]

TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.
Apply to—
T. B. L.
Care of "Daily Press" Office.
Hongkong, 11th May, 1909. [723]

TO LET.

UP-TO-DATE HOUSES in HUMPHREYS AVENUE, Kowloon, with Gardens at entrance.
Apply to—
TAM TSE KONG,
42, Bonham Strand West,
or HUNG CHONG, 60, Elgin Road, Kowloon.
Hongkong, 4th June, 1909. [819]

TO LET

GODOWNS, Nos. 95, 96 and 97, PRATA EAST.
Apply—
CHATER & MODY,
Victoria Buildings,
Hongkong, 1st February, 1909. [264]

TO LET.

HOUSE in Wong Nei Chong Road.
A HOUSE in RYDON TERRACE, OFFICES To Let, No. 2, Connaught Road, 3rd Floor.
No. 3, CLIFTON GARDENS, Conduit Road.
No. 10, DES VOEUX ROAD CENTRAL, 1st floor.
OFFICES in YORK BUILDING, GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1909. [97]

TO LET.
No. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weismann Ltd., for Tiffin Rooms.
Apply to—
YEE SANG FAT & Co.,
Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

STORAGE.
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36 on PRATA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.
For Particulars, apply—
GEO. FEWICK & Co., LTD.
Hongkong, 8th June, 1906. [96]

TO LET.
GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1909. [98]

TO LET.
NOS. 1 & 2, BEACONSFIELD ARCADE, facing the Parade Ground.
NEW FIVE ROOMED HOUSES in Skelly Street.
"BIRNAM BRAE," 31, Conduit Road. Furnished or Unfurnished Eight Roomed House, newly painted and done up. Billiard Room, 3 Bath Rooms, Drying Room, Store Room, Pantry and good servants' quarters. Tennis Lawn, Electric Light and Bells.
The BYRLE, No. 13, Peak. Unfurnished from 1st June, 1909.
C.M.S. PEAK BUNGALOW, furnished, M. Kallist, from 1st October, 1909, to 30th June, 1910.
BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.
DWELLING ROOMS and OFFICES in Queen's Road Central.
GODOWNS in Duddell Street.
ROBINSON ROAD, newly painted and color washed, exceptionally cheap rentals.
FOR SALE—FOR CREDIT, at Peak, commanding a Magnificent View of the Harbour and adjacent Islands.
Apply to—
Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 2nd July, 1909. [100]

TO LET.
ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11 Floor.
ONE SPACIOUS GODOWN, No. 125, Wanchai Road.
Apply to—
REUTER, BRÜCKELMANN & Co.
Hongkong, 1st July, 1909. [911]

TO LET.
KING'S BUILDINGS.
OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., LTD.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st July, 1909. [818]

TO LET.
"STOWFORD" 12, Bonham Road, and 5 STEWART TERRACE, the Peak.
Apply—
A. B.,
Care of "Daily Press" Office.
[882]

TO LET.
GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godown East Point).
Immediate Possession. Rent exceptionally moderate.
Apply to—
KAM FOOK,
No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 5, Godown on the Spot.
Hongkong, 28th May, 1909. [797]

TO LET.
No. 1 and 3 MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.
Apply—
MESSRS. JARDINE, MATHESON & Co., LTD.
Hongkong, 31st May, 1909. [807]

TO LET.
FIVE ROOMED HOUSES at Kowloon.
1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.
NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.
KOWLOON MARINE LOT 48, Yaumatei, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 29th June, 1909. [909]

BANKS

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(NETHERLANDS TRADING SOCIETY)
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
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Hongkong, 16th July, 1908. [25]

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CAPITAL FULLY PAID UP—Sh. Tael 7,500,000
[HEAD OFFICE—SHANGHAI.
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INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.

A. KOENIG, Manager.
Hongkong, 4th December, 1907. [24]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID-UP ... 562,500
RESERVE FUND ... 250,000

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INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:
For 12 months ... 4 per cent.
For 6 months ... 3 1/2 per cent.
For 3 months ... 3 per cent.
EVAL ORRISTON, Manager.
Hongkong, 27th April, 1909. [23]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUND ... 15,500,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
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On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 4 1/2 per annum. " " 6 months 4 per annum. " " 3 months 3 1/2 per annum. " " " TAKEO TAKAMICHI, Manager.
Hongkong, 2nd July, 1909. [454]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
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PAID-UP CAPITAL ... £1,200,000
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On Fixed Deposits for 12 months 4 per cent. for 6 months 3 1/2 per cent. for 3 months 3 per cent.
WM. DICKSON, Manager.
Hongkong, 6th April, 1909. [121]

THE PORTUGUESE MONARCHY AND THE CONSTITUTION.

(FROM "THE TIMES" CORRESPONDENT.)

Lisbon, May 28.
Dom Manuel II. ascended the Throne of Portugal a year and four months ago. He was then not much older than Queen Victoria at her accession, and far less well prepared for great responsibilities, and though his path was beset by difficulties from the first, he had no Lord Melbourne to guide him. For more than a year the tragic circumstances of his accession and the necessity of pursuing his studies at home contributed to render his appearance in public few and far between. Last March, however, a bull was given at the British Legation in his honor, and since this his first appearance at a social function, there have been several signs that the period of reserve is at an end.
No King ever had better reason to show himself to his people. Those who have come in contact with Dom Manuel are immediately impressed with that charm of manner which has been conspicuous in other members of his family. His round boyish face and smooth white brow give him a look of extraordinary youthfulness, while his quick appreciative glance and small half-smiling mouth betoken a keen sensibility, and a good deal of what the French call *temperament*. He has developed much and improved in looks in the last year, and was in more important both his appearance and manner give promise of further development in years to come. To see this "clean-looking cadet," as an English lady described him, at a reception or public function, passing easily amid the company shaking hands with the guests and stopping here and there for a few seconds of animated conversation, one would never imagine that he had but lately stepped out of the school-room to inherit a kingdom torn by political anarchy, which with a Constitution which the wisest monarch on earth might well find unworkable. Yet such is the fact.

FAILURE OF THE CONSTITUTION.
The Constitution given in 1825 by Dom Pedro IV. was based on the English model, but those who hoped that the following influence of time would limit the Royal Prerogative, and that the law would be tempered, as in England, by the practices of the Constitution, have been perpetually disappointed. It is true that with the amendment of the Constitution in 1832 the country entered upon an era of peaceful constitutional development, an era of conservative Government and liberal measures, which made the name of Dom Pedro V. a happy story of things which continued throughout the reign of Dom Pedro V. and through most of that of Dom Luis. But shortly before the accession of Dom Carlos there came a change, of which the first beginnings may be traced in the repeal in 1880 by Senhor Luciano de Castro of the liberal law of public instruction passed two years before by Sampaio, and before the late King was firmly established on the Throne the country was already suffering from the reactionary policy of the so-called "reactionist" parties, which since the late 15 years were constantly directed to increase the Royal power, centralizing all departments of public life, and curtailing the supremacy of their own caste. By an amendment of the Constitution in 1886 the elective portion of the House of Peers was suppressed, and the provision was introduced by which the budget made by the King should remain in force the next year if a new budget had not been passed by the Cortes at the end of the financial year. In the same year Senhor Joao Franco passed his law against anarchists, which virtually did away with free speech and with the liberty of the Press; and in 1901 the crowning mercy was reached in the shape of an electoral law designed to secure a monopoly of representation in the Chamber to the two "reactionist" parties. The period reached its climax in the Dictatorship of Senhor Franco, who wished to reform the nation by force. There is a legend of truth in the view of Dr. Bernardino Machado, the most popular of the Republican leaders and an avowed enemy of the Monarchy: "For the tragedy of February 1 the whole system was to blame, the whole policy of increasing the power of the Crown, which concentrated all powers and consequently all responsibilities in the hands of the head of the State and of his favorite Minister." Admiral Ferreira do Amaral was certainly sincere in his intention to reform the Constitution and to hold free elections; but the Constitution is still unworkable, and as for the elections, it is an open secret that Senhor Amaral and his colleagues, faithful to the traditions of their office, arranged the composition of the Lower Chamber at the Ministry of the Interior, where the results were known a week before the ballot.

THE BURDEN OF THE CROWN.
Such is the burden which the King has to bear. The corner-stone of a centralized system which extends even to the colonies, the King of Portugal is practically an autocrat. He appoints and dismisses his Ministers as he likes, without regard to the desires of the country, for the country has no means of expressing its desires. He proposes the Chamber, knowing that he thereby confers autocratic powers upon the Ministry of the Interior. He dissolves it with the certainty that his successor will be anything but an expression of the will of the electorate. Dom Manuel has already felt the burden of this responsibility. He has been called upon to solve two crises within the last two months which might have taxed the ability of the wisest monarch; and, although he has been careful on each occasion to consult the leaders of all parties impartially, except the Republicans, and has had recourse to the advice of the Council of State whenever possible, he has nevertheless not escaped criticism. There is, in fact, an obvious tendency not only in the Press, but among prominent politicians, to discuss and criticize the action of the Crown in the exercise of the Royal prerogative; while that solid species of loyalty which lends Ministers in England to shield the responsibility of the Crown behind their own is conspicuously lacking. The motto of the Portuguese Monarchy to-day is, in the words of a keen observer, "The King can do no right." Here there is no powerful aristocracy, as in England, to support the Crown and interpret it to the people; it may, indeed, be said that, owing to the unfortunate course which legislation has taken of late years, the Crown has lost contact not only with the mass of the nation, but even with that caste of politicians whose attempts to govern the country have been so disastrous. There is urgent need and a great opportunity at the present moment for that contact to be regained. Dom Manuel is the only person of those who know him, particularly well-fitted for the task. Will it be given to him to find a Minister wise enough to discern the signs of the times, and courageous enough not only to reform the Constitution, but to work it in a thoroughly liberal spirit? The answer must not be too long delayed.

ACTS LIKE A BURGLAR!
INDIGESTION
ROBS YOU OF SUPPORT.

Indigestion is like a burglar in the body. It robs you of that which you need for your own support and comfort. What is more, the burglar is often practically an invited guest. We often allow indigestion to enter our systems through sheer carelessness.

We eat too much or we eat too little. We eat food that we like but which does not like us. We eat too quickly, generally, because we have to do so in these active, busy times. We commit many errors of diet, and Mr. Indigestion takes us off our guard, one day. Then we know what real misery is. The food we eat does us little or no good. Sometimes we cannot even eat the food necessary to sustain and invigorate us. We grow depressed, irritable, nervous, melancholic, lethargic, world-weary. What is to be done?

Don't try to cure indigestion by starving yourself, as some may advise you to do. Don't become a food faddist, and limit yourself to any one special kind of food. Don't try the no-breakfast or any other meal-saving remedy. Keep your stomach tissues strong by eating good, nourishing food, and by taking Mother Seigel's Syrup to help you to digest it.

Indigestion—with all its accompanying disorders—constipation, biliousness, flatulence, heartburn, nausea, dizziness, liver complaints, arises from a weakened stomach. The stomach, being weak, is unable to perform its duties well, becomes charged with poisonous acids, fluids, and gases, and ferments. These force themselves into recognition, at the weakest point, by symptoms of pain or discomfort. Mother Seigel's Syrup cures all digestive disorders, by removing the cause and strengthening the weakened stomach.

A few drops of Syrup will tone up the weak stomach, cleanse the liver and kidneys, and make you cheery and well once more. The blood is purified, the muscles grow firm and strong, the nerves as true as steel, and the mind clear, alert, cheerful.

Mother Seigel's Syrup cleanses the whole system, and makes the human body secure against all nervous and functional disorders. By using it occasionally, you can eat a good meal without nervous anxiety about the morrow. You can enjoy life to the full, with the appetite and digestion of a healthy young plump boy. That is the feeling which makes life worth living.

"The indigestion that attacked me began with a slight pain at my chest. Matters grew gradually worse, until I was forced to give up my occupation," says Miss E. Dawson, of Hill End, Redburn, Herts, in a letter dated July 27th, 1908. "Before this happened I had tried various remedies without success. I was eventually persuaded to try Mother Seigel's Syrup, and the cure came immediately. I was able to resume my professional occupation."

Mother Seigel's Syrup is now also prepared in Tablet form, and sold as Mother Seigel's Syrup Tablets. Price 2/9 per bottle. (74-2)

PINEAPPLE CANNING IN THE FAR EAST.

Mr. C. F. Deichmann, American Consul at Tamsui, states that the pineapple is perhaps the most important and valuable of all the fruits of Formosa. Formerly the pineapples were practically all consumed in the districts where grown, and their cultivation for more than the local needs was not deemed profitable, as the cost of transportation to non-producing districts was quite high as well as uncertain, and made the fruit so expensive there that the demand was practically nil. However, the advent of the railroad has made a great change in this industry by making it possible to ship the fruit cheaply to all parts of the island, thereby lessening the price in the non-producing districts and increasing it in the producing districts and greatly stimulating the cultivation of pineapples, which has now become a profitable industry. The building of large canneries has still further increased the production and importance of this industry by assuring the grower of a market for a certain amount regularly, besides enabling him to utilize any surplus production and to produce the fibre from the leaf. The largest cannery is at Hsiao, in Hsiao Prefecture, and was established in April, 1901, by the late Baron Kodama, former governor-general of Formosa. The output has been steadily increasing, and in the past five years has almost quadrupled. The output for the last five years is as follows: 1904, 94,400 tins; 1905, 98,000 tins; 1906, 220,000 tins; 1907, 330,000 tins; 1908, 350,000 tins. This cannery also extracts the fibre from the long leaf of the pineapple, which is used in the manufacture of grass cloth and produces annually about 75,000 pounds of fibre. It is managed and financed by Japanese. At Lurin, in Shoko Prefecture, and Co., of Kyoto, Japan, which has a capacity of 100,000 tins. This enterprise was so successful in 1908 that the owners propose to enlarge their plant to a capacity of 300,000 tins annually. At Nishiohshi, in Shoko Prefecture, a company has been formed by a Formosan Chinese to operate a pineapple cannery. The cannery in Daito, Taiwan, has a daily capacity of 3,000 tins, and employs from 60 to 70 men when working full time. It is owned and managed by native Chinese. The number of tins put out in 1908 by the four canneries in operation last season is as follows: Taihoku, 110,000 tins; Shoko, 100,000 tins; Hsiao, 350,000 tins. Their total value was about 50,000 dollars, the exports being to Japan. It is hoped that the markets of Korea and Manchuria will offer a big field for this fruit from Formosa, and efforts are being made by the Japanese to introduce it there as well as increase the demand in Japan.

The pineapple growing and canning industry in the Hawaiian Islands is rapidly extending. Large shipments are made, especially to the United States proper. The amount of canned fruit (practically all pineapples) thus forwarded here in the calendar year 1908 amounted to \$144,000, against \$126,000 in 1907 and \$50,000 in 1906. The present acreage of pineapples in Hawaii is estimated at 4,540 acres, from which 350,000 to 400,000 cases are expected for the year ending May 31, 1909. For the year ending March 31, 1908, the pack was about 190,000 cases, and only 95,000 cases for the previous twelve months. As an indication of the further extension of this industry the Honolulu Chamber of Commerce Annual says: Judging from the plantings that have been made which will fruit the following year, the pack for the year ending May 31, 1910, will run in the neighborhood of 550,000 cases, and if all those planning to plant pineapples during the coming summer carry their plans to maturity the output for the year ending May 31, 1911, would be likely to run close to 1,000,000 cases.

The pineapple industry is now most extensive in the Straits Settlements. From Singapore

THE ROMANCE OF A FORTUNE.

Home papers contain accounts of the death of M. Chauchard, the Paris "Whitely," and his remarkable bequest.

Universal provider, art connoisseur, and benefactor to the poor, he was one of the most remarkable men in France. He started as a messenger boy and ended as owner of a business with a yearly turnover of no less than £700,000. When getting £1 a week as a shop assistant in a small haberdashery establishment he suddenly threw up his position. He and another assistant, equally poor, decided to launch out on their own account, and it is a curious fact that they induced people with money to lend them £40,000. M. Harist, his comrade, had ideas. M. Chauchard supplied the faculty of organization, and as a result of the partnership they built up the Louvre stores, one of the sights of Paris, and one of the greatest concerns of its kind in the world. Everything he touched seemed to turn into gold. But he never forgot his humble origin, and was always ready to lend a helping hand to the unemployed and necessitous. When there was not a vacant post in his vast warehouses, he would make one for a deserving case. After sixty years' labour he retired, the possessor of unbounded wealth. This money he has spent and given away with a prodigal hand. His mansion in Paris was furnished in the style of a royal palace, and he decorated it with pictures from some of the most celebrated galleries in the world.

His magnificent collection of pictures worth about £1,000,000 have been left to the nation, and in consideration of this prospective bequest he received the Grand Cross of the Legion of Honour, a distinction usually reserved for crowned heads.

Every Christmas this philanthropic millionaire gave away for charity about £80,000, and repeatedly he has made other huge gifts to the poor.

The Pavillon de Madame, formerly a dwelling of the Kings and Queens of France at Versailles, he bought for his own work-people, and it is now a place to which they can retire in their old age. His personal fortune is at least £5,000,000 and some estimates place it as high as £10,000,000.

One correspondent writing before the funeral on June 7th states that M. Chauchard, the multi-millionaire founder of the Louvre, who has left a fortune of £5,000,000, will take about £300,000 with him into the grave. His body was dressed in evening clothes to-day and laid in the magnificent coffin of amaranth wood and sculptured bronze, the construction of which was personally superintended by the owner during the closing years of his life. The coffin alone cost £2,000, and is so heavy that fourteen men will be required to move it.

In the buttonholes of M. Chauchard's embroidered white waistcoat are four pearls worth more than £20,000. The broad ribbon of the Grand Cross of the Legion of Honour, the highest decoration bestowed by the French Government, lies across his breast with the enamelled cross set with diamonds.

The shroud is of cloth of gold, and cost £500. Surrounded by these costly memorials of his former splendour, the body of the dead multi-millionaire lies in state in the drawing-room of his palace in the Bois de Boulogne. Representatives of the Paris Press were admitted to view it to-day by M. Gaston Calmette, the editor of "L'Echo de Paris," who is a legatee to the extent of £20,000.

M. Chauchard's funeral on Thursday will be one of the most imposing and picturesque ceremonies seen in Paris for a long time. The service will be held at the Madeleine, and afterwards the ornate funeral car, surrounded by highly-paid muffs in costly trappings, will proceed through the principal streets to Pere Lachaise Cemetery.

Following is a list of the principal bequests made by M. Chauchard:

A lady who nursed him for years	£2,000,000
M. Gaston Calmette, editor of the "Figaro"	80,000
M. Leygues, ex-Minister of Justice	600,000
Employees at the Louvre	2,000
Four of Paris	8,000
Mme. Leygues	40,000
Daughters of M. and Mme. Leygues, each	20,000
Mlle. Leger, daughter of an ex-senator	20,000

M. Chauchard has bequeathed his wonderful collection of paintings, bronzes, and marbles to the State, and notification of this fact was conveyed to-day to the Minister of Fine Arts.

CURIOUS PERSONALITY.
M. Chauchard kept to the last a curious complexity of spirits, which made him as remarkable as did his enormous wealth. Although he hated display of a vulgar kind, he loved to impress people with his great wealth, and he honestly imagined himself to be one of the greatest men in the history of France.

His house opposite Longchamp race-course, which is unsurpassed in beauty and position, has been one of the "show" places of Paris, and this was undoubtedly responsible for the presence of many distinguished guests at his Saturday dinners who would not otherwise have honoured M. Chauchard.

But this beautiful house and its beautiful gardens were used with all sorts of childish things among the exquisite pictures. Thousands of visitors in Paris have noticed the bronze dog and other reproductions of animals in the garden. Each of them is worth a large sum, and M. Chauchard never knew that they were somewhat out of place on the lawn.

He was a lover of puns, of large cigars, and of himself. A few months ago, when a flatterer told him that he, Pasteur, and Victor Hugo were the three greatest men in the history of France, M. Chauchard remarked in all innocence: "Do you know, I should never have thought of Pasteur!"

In trade the man was a genius. He was a pioneer in bargain sales. Rolls of silk were cut up on purpose to form romances.

He was the inventor of the free lunch idea, but soon after he tried the experiment he suppressed it because, as he himself told a friend, he noticed two ladies eat three sandwiches and drink two glasses of wine apiece, and then leave the shop after buying a reel of cotton on which there was less than half a farthing profit.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail, also Table of the Yearly Approximate Averages for 34 years. From 1874 to 1907. Price 2/6 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

THE SEEKER AFTER HEALTH

is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys

SHOULD TAKE

these pills. They are a skillful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

BEECHAM'S PILLS.

Sold everywhere in boxes, price 9d.; 1/11 & 2/6.

A LUTE OF JADE.

In "A Lute of Jade" Mr. L. Cranmer-Byng adds one of the most interesting volumes, and certainly the most charming, to "The Wisdom from the East" series. It consists of selections from the classical poets of China. Mr. Cranmer-Byng was a poet before he was a translator, which is more than can be said of most translators. It is now nearly seven years since his "Never-ending Wrong" introduced us to Chinese poets formerly known only in the prose versions of Professor Giles. Some of those versions are included here. The poets represented include Tu Fu, Li Po, Pu Shi-i, and Ssu-K'ung T'ing, and an introduction touching on the ancient ballads, poetry before and during the Tang dynasty. Chinese verse has left the Gods, and all Gods remaining undelivered after the 2nd July, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th July, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 25th June, 1909. [894]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "KLEIST" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th July, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th July, at 3.30 A.M. All Claims must reach us before the 10th July, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

This Steamer brings Cargo. Ex. S.S. "SACHSEN" from Smyrna via Naples. Ex. S.S. "CAROTO" Catania via Port Said.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer "SARDINIA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 30th June, 1909. [1]

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT

THE VAT WAS STARTED BY THE LATE ROBERT THORNE OF CIRENCHON AND HAS BEEN SOLD AS A WHOLE TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

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SHIPPING IN PORT.

STEAMERS.

ANHUI, British str., 1,350, J. Meathwell, 9th June—Shanghai 6th June, General—Butterfield & Swire.

CAMBAYAS, British str., 2,053, Bainbridge, 19th June—New York 24th April and Sabang 6th June, Kerosina—Standard Oil Co.

CHANGCHOW, British str., 1,202, A. Partridge, 24th June—Chinwangtao 18th June, Coal—Butterfield & Swire.

CHIHUI, British str., 1,143, Warrack, 26th June—Hailo 15th and Cebu 21st June, Sugar—Butterfield & Swire.

CHINHUA, British str., 1,248, A. Harris, 28th June—Shanghai 24th June, General—Butterfield & Swire.

DEWENT, British str., 1,562, J. Jenkins, 22nd June—Saigon 18th June, Rice—Man Fat.

DRAGON, Ger. str., 1,057, Fr. Rohwaldt, 15th June—Bangkok 5th June, General—Butterfield & Swire.

DRUPAR, Norwegian str., 1,102, J. Bing, 21st June—Swatow 20th June—Hamburg—America Line.

EMPEROR OF CHINA, British str., 3,046, W. Dawson, R.M.S., 24th June—Vancouver 3rd June, General—C. F. E. Co.

FOOSHING, British str., 1,423, T. Lishman, 25th June—Ta-Ching-Ho 18th June, Salt—Jardine, Matheson & Co.

FREYA, Norwegian str., 710, C. S. Christensen, 25th June—Bangkok 18th June, Rice—Chinese.

GERMANIA, German str., 1,000, H. Flugel, 17th June—Sydney 27th April, Copra—Siemssen & Co.

HAICHING, British str., 1,267, W. C. Passmore, 30th June—Foshow and Swatow 29th June, General—Douglas, Scott & Co.

HAILAN, French str., 377, O. A. Hock, 27th June—Hailow 25th June, General—A. R. Marty.

HANGCHOW, British str., 999, Maxwell, 17th June—Chinkiang 17th June, General—Butterfield & Swire.

HANGHANG, British str., 1,356, S. Wilde, 26th June—Shanghai and Swatow 27th June, General—Jardine, Matheson & Co.

HANON, French str., 670, J. Fannier, 30th June—Hailow, Hailow, Pakhoi and Q. C. Wan 28th June, General—A. R. Marty.

HILARY, German str., 2,052, R. Heston, 27th June—Swatow 26th June, Ballast—Sander, Weller & Co.

HINSAFO, British str., 1,536, Smith, 26th June—Mojito 20th June, Coal—Jardine, Matheson & Co.

HOPSON, British str., 1,359, Jas. M. Hay, 22nd June—Java 14th June, Sugar—Jardine, Matheson & Co.

HUGHOR, British str., 1,217, E. Forsyth, 25th June—Swatow 24th June, General—Butterfield & Swire.

ICHANG, British str., 1,228, Thelbren, 25th June—Chefoo, General—Butterfield & Swire.

IRUKUSHIMA MARU, Japanese str., 3,882, S. Katori, 24th June—Mojito 17th June, Coal—Doddwell & Co.

KIELD, Norwegian str., 910, T. Hellet, 26th June—Newchwang 19th and Dalny 21st June, Beans and Beans oil—Aagaard, Thorsen & Co.

KOBIKANG, German str., 1,292, C. Rosafsky, 23rd June—Bangkok 15th June, Rice—Butterfield & Swire.

KONANG ST. French str., 4,963, Imbert, 27th June—Singapore 21st June, General—Messageries Maritimes.

LAERTES, British str., 1,340, Frampton, 22nd June—Saigon 18th June, Rice—Wo Fat Sing.

LIGHTNING, British str., 1,625, A. F. Gentles, 22nd June—Singapore 16th June, General—David Sassoon & Co.

MACLEW, German str., 996, K. Zillner, 26th June—Bangkok and Swatow 25th June, Rice—Butterfield & Swire.

MARIE KING, Russian str., 2,474, E. Strinzer, 25th June—Chinwangtao 18th June, Coal—C. M. & Eng. Co.

NANSANG, British str., 2,591, P. M. B. Lake, 28th June—Calcutta, Penang and Singapore 23rd June, General—Jardine, Matheson & Co.

NEUMANTIA, German str., 4,384, Fleitman, 14th June—Mojito 8th June, Coal—Hamburg—America Line.

NIPPON, Japanese str., 4,016, C. A. Paulson, 23rd June—Yokohama, Kobe and Moji 18th June, General—Molchers & Co.

NIPPON MARU, Japanese str., 3,452, W. J. Fisher, 29th June—San Francisco via Ports 1st June, Mail and General—Toyo Kisen Kaisha.

OCEANO, British str., 3,050, F. W. Davies, 27th June—Manila 24th June, General—Doddwell & Co.

PEIHO, German str., 809, R. Varod, 30th June—South sea Islands and Manila 24th June—Hamburg—America Line.

PRINCE OF WALES, German str., 1,121, Fr. von Moeckel, 26th June—Hailow 27th June, Rice—Butterfield & Swire.

QUINTA, German str., 967, T. Frahm, 25th June—Wakamatsu 20th June, Coal—Siemssen & Co.

RAJABUJI, German str., 1,189, H. Bremer, 25th June—Bangkok 18th June, Rice—Molchers & Co.

SILVIA, German str., 3,575, Porcelius, 25th June—Foshow 24th June, Tea & General—Hamburg—America Line.

SIMONIAN, Dutch str., 1,202, H. Vos, 29th June—Samarang 14th June, Sugar—Chinese.

SINANG, British str., 1,047, W. Shaw, 30th June—Hailow 29th June, Pigs, and General—Butterfield & Swire.

SPIN, Norwegian str., 670, W. Horn, 24th June—Waha 16th June, Rice—Aagaard, Thorsen & Co.

TACOMA MARU, Japanese steamer, 3,830, H. Yamamoto, 18th June—Kobe 10th and Moji 14th June, Matches and General—Onaka Shoen Kaisha.

TAIKOAN MARU, Japanese str., 2,933, Fukui, 28th June—Miki 22nd June, Coal—Mitsui Bussan Kaisha.

TAIWAN, British str., 1,042, Everett, 22nd June—Chefoo 17th June, General—Wing Shing & Co.

TANGO MARU, Japanese str., 4,627, S. Ishikawa, 22nd June—Seattle and Shanghai 19th June, General—Nippon Yusen Kaisha.

TIPANAS, Dutch str., 2,444, A. Pander, 26th June—Swatow 25th June, General—Java—China-Japan Line.

VICTORIA, Swedish str., 989, T. Ekstet, 30th June—Hailow 29th June, General—Wallen & Co.

VORWARTS, German str., 643, Ullmer, 30th June—Penang and Singapore 18th June, General—Jensen & Co.

YATSHING, British str., 1,424, M. Courtney, 26th June—Chinwangtao 20th June, Coal—Jardine, Matheson & Co.

YCHOOR, British str., 1,286, Wavell, 29th June—Mojito 23rd June

SHIPPING.

ARRIVALS.

DAIHO MARU, Japanese str., 900, H. Murayama, 1st July—Swatow 30th June, General—Osaka Shosen Kaisha.
 FITZPATRICK, British str., 2,875, E. E. Hutchinson, 1st July—Colombo 18th June, Ballast—Doddwell & Co.
 GLENKALIN, British str., 2,855, W. J. Haughton, 1st July—London 16th May, General—MacGregor Bros. & Co.
 HVALVARD, Norwegian str., 1,207, R. Raneberg, 1st July—Bangkok 22nd and Hoihow 30th June, General—Aagaard, Thorsen & Co.
 ICHANG, British str., 1st July—Canton.
 LINAN, British str., 1,352, C. C. Williams, 30th June—Shanghai 27th June, General—Butterfield & Swire.
 MEKPOO, Chinese str., 1,339, L. McArthur, 1st July—Shanghai 27th June, General—C. M. S. N. Co.
 SEMPER, British str., 3,771, H. D. Clark, 1st July—San Francisco 2nd and Mororan 22nd June, Oil—Standard Oil Co.
 SIBIRIA, German str., 6,500, H. Brohmer, 1st July—Hankow 25th June, General—Hamburg-America Linie.
 SIAVONIA, German str., 2,829, B. Peter, 1st July—Singapore 24th June, General—Hamburg-America Linie.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

1st July.
 C. Dieckmann, German str., for Hoihow.
 Hama, French str., for Quing Chow Wan.
 Hoping, British str., for Hongkong.
 Mafo, Chinese str., for Canton.
 Siboria, German str., for Straits.
 Siamonia, British str., for Shanghai.
 Spar, Norwegian str., for Bangkok.
 Tachow, Maru, Jap. str., for Kutchinotou.

DEPARTURES.

1st July.
 ALEXANDER, U.S. transport, for Shanghai.
 BANRI MARU, Japanese str., for Moji.
 BUNAN MARU, Japanese str., for Swatow.
 C. DIECKMANN, German str., for Hoihow.
 FITZPATRICK, British str., for Hongkong.
 GLENKALIN, British str., for London.
 KWANTUNG, Chinese str., for Moji.
 MANSHU MARU, Japanese str., for Singapore.
 P. R. LEVITT, German str., for Europe, & Sardinia, British str., for Shanghai.
 TOTOYI MARU, Japanese str., for Shanghai.

SHIPPING REPORTS.

The British str. Fitzpatrick reports: Fine weather throughout, S.W. wind prevailing.
 The British str. Glenkalin reports: Heavy rain up to 10 degree E and moderate monsoon on board.
 The British str. Linan reports: Shanghai to Nankai, light S.E. winds and fine, thence moderate S.W. gale, followed by light S.W. winds and fine.

VESSELS IN DOCK.

July 1st.
 ABERDEEN DOCK—Argus, Hulan, Frege, H.M.S. Hardy.
 COSMOPOLITAN DOCK—
 TAIKON DOCK—Maple Leaf, Anhui, Hangchow, Chinlun, Tipanas.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING."
 Captain A. E. Gentles, will be despatched for the above ports TO-MORROW, the 3rd July, at Noon.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd.
 Agents.
 Hongkong, 26th June, 1909. [879]

SHIRE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE."
 Capt. W. O. Tyers, will be despatched as above on or about the 12th July.
 For Freight apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 24th June, 1909. [884]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA."
 Captain Hayes, will be despatched as above on or about the 20th July.
 The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery and Electric Fans in State-rooms. Doctor and stewardess are carried.
 Fare to London £35.
 For Freight or Passage, apply to—
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 24th June, 1909. [885]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."
 Captain McArthur, will be despatched as above on WEDNESDAY, 24th July, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in state-rooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 6th June, 1909. [906]

VESSELS ADVERTISED AS LOADING

Do ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	O. Jones, R.N.R.	P. & O. S. N. Co.	On 10th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SIMLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 14th inst.
LONDON & ANTWERP	SEBASTIA	Brit. str.	—	Hayes	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
ROTTERDAM, MARSEILLES & HAMBURG &c.	SEBASTIA	Ger. str.	k.w.	Müller	HAMBURG-AMERIKA LINIE	On 20th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SEBASTIA	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINIE	On 20th inst.
HAYRE & HAMBURG via STRAITS, &c.	SEBASTIA	Swed. str.	—	—	HAMBURG-AMERIKA LINIE	Middle of July.
HAYRE, COPENHAGEN & ST. PETERSBURG	SEBASTIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 6th inst.
HAYRE, BREMEN & HAMBURG, &c.	SEBASTIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 4th inst.
HAYRE, ROTTERDAM, BREMEN & HAMBURG &c.	SEBASTIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 6th inst. at 1 p.m.
MARSEILLES &c. via PORTS OF CALL.	BIRGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	About 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CARDIGANSHIRE	Brit. str.	—	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	On 21st inst. at D'light
MARSEILLES, LONDON & ANTWERP	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	About 28th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 30th Aug. at Noon.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	KAWACHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst. at Noon.
CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.	YORCK	Ger. str.	—	J. Randermann	MELCHERS & Co.	About 18th inst.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	ST. PATRICK	Brit. str.	—	—	MELCHERS & Co.	On 10th Aug.
BOSTON & NEW YORK via PORTS & SUEZ CANAL	WIRSH PRINCE	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow, at 6 p.m.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 14th inst. at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	To-morrow.
TACOMA via KESONG SHANGHAI & JAPAN	TACOMA MARU	Jap. str.	—	Yamamoto	OSAKA SHOSHEN KAISHA	To-day.
VICTORIA, B.C. & SEATTLE via KESONG, &c.	OSAKA	Jap. str.	—	F. W. Davis	DODWELL & Co., Ltd.	On 6th inst. at 4 p.m.
VICTORIA, B.C. & SEATTLE via KESONG, &c.	OSAKA	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 16th inst. at 10 a.m.
AUSTRALIAN PORTS via MANILA	OSAKA	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 9th inst. at Noon.
AUSTRALIAN PORTS via MANILA	OSAKA	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 19th inst. at 4 p.m.
AUSTRALIAN PORTS via MANILA	OSAKA	Jap. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 21st inst. at Noon.
AUSTRALIAN PORTS via MANILA	OSAKA	Jap. str.	—	McArthur	NIPPON YUSEN KAISHA	On 8th Aug. at Noon.
AUSTRALIAN PORTS via MANILA	OSAKA	Jap. str.	—	T. Sekine	JARDINE, MATHESON & Co., Ltd.	On 11th inst. at D'light
AUSTRALIAN PORTS via MANILA	OSAKA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 9th inst. at 5 p.m.
MOJI	OSAKA	Jap. str.	—	C. H. Butler	JARDINE, MATHESON & Co., Ltd.	On 7th inst. at Noon.
KOBE & YOKOHAMA	OSAKA	Jap. str.	—	W. J. Davies	NIPPON YUSEN KAISHA	On 7th inst. at Noon.
KOBE & YOKOHAMA	OSAKA	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 30th inst. at 5 p.m.
NAGASAKI, KOBE & YOKOHAMA	OSAKA	Jap. str.	—	Wm. Thompson	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
NAGASAKI, MOJI, KOBE & YOKOHAMA	OSAKA	Jap. str.	—	J. W. Walker	JARDINE, MATHESON & Co., Ltd.	On 8th inst. at Noon.
NEWCHANG	OSAKA	Jap. str.	—	P. Moorey	HAMBURG-AMERIKA LINIE	To-day.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 4th inst. at D'light
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	T. Arthur	BUTTERFIELD & SWIRE	On 4th inst. at D'light
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	Williams	MELCHERS & Co.	On 5th inst.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	MELCHERS & Co.	On 5th inst. p.m.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 6th inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst. at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	P. & O. S. N. Co.	About 8th inst.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst. at D'light
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	HAMBURG-AMERIKA LINIE	About 14th inst.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	MELCHERS & Co.	On 15th inst.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst. at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	BUTTERFIELD & SWIRE	About 18th inst.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	P. & O. S. N. Co.	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 7th inst. at 10 a.m.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 4th inst. at 10 a.m.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	DOUGLAS LAFRAIK & Co.	To-day, at 2 p.m.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	DOUGLAS LAFRAIK & Co.	On 4th inst. at 2 p.m.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	DOUGLAS LAFRAIK & Co.	On 4th inst. at D'light
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	SHEWAN TOMES & Co.	On 8th inst. at 3 p.m.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst. at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 10th inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst. at 3 p.m.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst. at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	MELCHERS & Co.	On 18th inst.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	CA. LOWITZ & Co.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	DAVID SASSOON & Co., Ltd.	On 6th inst. at 3 p.m.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	OSAKA	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657	F. W. Davis	On 2nd July.
KUMERIC	4,232	J. Mathes	On 29th July.
AMERIC	4,343	J. Boyd	On 26th August.
SUVERIC	6,232	S. Shotton	On 23rd September.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 1st July, 1909.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SELLBIL	Beginning of July.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"YORCK" Capt. J. RANDELMANN	Wedday, 14th July, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ LUDWIG" Capt. F. VON BINZER	About Wedday, July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Friday, 16th July, at 10 a.m.

For further Particulars, apply to
 NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 2nd July, 1909.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPRESS OF CHINA" SAT, 3rd July. "EMPRESS OF IRELAND" FRI, 30th July. "MONTEAGLE" WED, 14th July. "ALLAN LINER" FRIDAY, 20th Aug. "EMPRESS OF INDIA" SAT, 24th July. "EMPRESS OF BRITAIN" FRI, 10th Sept. "EMPRESS OF JAPAN" SAT, 14th Aug. "ALLAN LINER" FRIDAY, 1st Oct. "EMPRESS OF CHINA" SAT, 4th Sept.

From Quebec. Steamship leave HONGKONG at 6 p.m. at 12 Noon. The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Express, and 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate (on Steamers) £43. "and let Class Railway" £45. First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONNIEN" Capt. Bruno	On 5th July, P.M.
MARSEILLES, VIA PORTS	"TOURANE" Capt. Lancelin	On 6th July, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 19th July, P.M.
MARSEILLES, VIA PORTS	"ARMAND BEHIC" Capt. Lafont	On 20th July, 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to
 P. DE CHAMPORIN, AGENT,
 Queen's Building.
 Hongkong, 23rd June, 1909.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE."
 Captain O. Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 10th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MACEBOUNT," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT" due in London on the 22nd August, 1909. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 28th June, 1909. [1]

HONGKONG-BOSTON-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

S.S. "ST. PATRICK" About 13th July. For Freight and further information apply to—
 SHEWAN TOMES & Co.,
 General Agents.
 Hongkong, 3rd June, 1909. [385]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE," will be despatched for the above Ports on TUESDAY, the 10th August, 1909. For Freight and Passage, apply to
 ARNOLD, KARRER & Co.,
 Agents.
 Hongkong, 1st July, 1909. [915]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

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